

INFORMATION PAPER

DAMO-TRC
1 March 2000

SUBJECT: Army Flying Hour Program (FHP) (B-4-01)

THE ARMY POSITION:

The Army resources the Active Component (AC) and the Reserve Components (RC) at the Defense Planning Guidance level of readiness. To standardize reporting with the other services the Army FHP uses crew flying hours, which is defined as hours/crew/month. The average crew OPTEMPO for MTOE units varies by Army Component. The crew flight hour requirement, expressed in live hours/crew/month, is based on the Combined Arms Training Strategy (CATS). The live flight hour training requirement and the funded program for FY2000-2001 are shown below.

Active Army	FY 00	FY 01	ARNG	FY 00	FY 01	USAR	FY 00	FY 01
Required	14.5	14.5	Required	9.0	9.2	Required	9.5	9.5
Funded	14.5	14.5	Funded	9.0	9.2	Funded	9.5	9.0

All Army Component Unit flying hour requirements for aircraft supporting institutional training are a function of student loads and course Programs of Instruction (POI). Flight hours for TDA units with assigned rotary and fixed wing aircraft are funded at a level to support mission requirements. The Army's challenge is to provide the correct complement of live and simulator hours necessary to maintain crew proficiency to support the National Military Strategy.

TALKING POINTS:

- Deputy Chief of Staff for Operations and Plans centrally manages the FHP for HQDA but the program is executed at the Major Command (MACOM) level. Since the Flying Hour Management System (FHMS) manages flying hours by type aircraft down to the unit level of detail, programming cost data can be provided at any echelon of the Army's force structure.
- Simulators provide unique training capabilities and help control flying hour costs. They are an integrated part of the Aviation Combined Arms Training Strategy, and are incorporated in the FHP development process. The Battalion Level Training Model (BLTM) credits an additional two hours per crew per month for those AC aircraft with compatible crew Simulators and requires 2.4 collective simulator hours (not fielded) as part of a 18.9 live/virtual training strategy. The Army continues to remain committed to safety issues, pilot flying hour proficiency and is working towards a balance for pilots between simulator and aircraft flight time.
- Increases in AC flying hours starting in FY2000 correct highlighted deficiencies identified after the Aviation Restructure Initiative (ARI). The increased RC funding provides the resources required to reach the training readiness required by the increased reliance of RC units to support warfighting requirements.
- The FY98 Aviation Functional Area Assessment (FAA) recommended funding the AC MTOE units at increased crew flight hours commensurate with the new Combined Arms

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Training Strategy (CATS) and included flight hours for staff aviators at brigade and below, which are not currently funded in the flying hour program. The FAA proposed purchase of the AVCATT-A collective simulator to provide part of the collective training in the Aviation Combined Arms Training Strategy. The AVCATT-A, when fully fielded, will provide 2.4 crew flying hours in collective simulation and permit units to execute the complete Combined Arms Training Strategy of 14.5 live hours and 4.4 simulator hours for a total of 18.9 crew OPTEMPO. The AC is funded at the T1/T2 Readiness Level for combat MTOE units.

BACKGROUND:

- AC OPTEMPO: The AC crew OPTEMPO of 14.5 hours (fleet average) for MTOE units represent 51% of the AC's total flying hours and 81% of its total costs. Actual hours depend on type of aircraft and unit location/mission.
- AC NON-OPTEMPO (Training base, TDA units to include fixed wing aircraft): Hours programmed for TRADOC schools, TDA units with fixed and rotary wing aircraft, require 49% of the total flying hours but only 19% of the AC's total hourly costs. The requirements are based on TRADOC's student loads, MACOM TDA training support missions, recurring support to Combat Training Centers, Active Army support to the RC, and historical execution data. The POM years reflects the higher cost of flying the modernized aircraft and increased student loads in TRADOC for individual training in support of the AH-64D Longbow and OH-58D Kiowa Warrior.
- RC OPTEMPO: The RC is funded at 99.3% of validated requirements. The RC is resourced to achieve their Aircrew Training Manual (ATM) training requirements to maintain pilot currency and platoon level proficiency for collective training in non-Divisional units. Divisional units in FP4 are resourced at Individual, Crew and Squad (ICS) level currency minimums required by the Aircrew Training Manual (ATM); divisional units in FP1-3 are resourced at platoon level collective training proficiency.

LATEST RECAP: The Army continues to emphasize the execution of the Flying Hour Program at the validated requirement level to maintain crew proficiency, satisfy training requirements and maximize all aspects of aviation safety.

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	PRIOR (FY99)	CURRENT (FY00)	BUDGET (FY01)
OMA	\$535	\$824	\$716
HOURS	587,582	689,737	706,983
OMNG	\$228	\$285	\$170
HOURS	214,030	292,525	270,346
OMAR	\$28	\$48	\$41
HOURS	29,246	46,387	44,242

Source of Data: FY01 President's Budget (PB 01)